

Torrance Herald

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**THE HERALD'S PLATFORM
 FOR TORRANCE**

- 1—Ornamental Lighting System.
- 2—Interchange of Freight Between P. E. and Santa Fe.
- 3—Western Avenue Bus Line.
- 4—Hollywood-Palos Verdes Park-way.
- 5—New School North of Carson St.
- 6—Aviation Field.
- 7—Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance.
- 8—Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance.
- 9—The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

NEW ANTISEPTIC FROM GAS PLANT

Chemical research covering years has recently developed a new antiseptic of exceptional properties from coal-tar by-products of the South Staffordshire Gas Company, according to an announcement by Sir Alfred Mond, British Economist.

The new antiseptic, which has been given the trade name of "Monsol," is said to be both non-irritant and non-poisonous. It can be applied to the skin, taken internally, or even injected into the blood, according to his announcement.

In addition to the new antiseptic, propylene and ethylene, two anesthetics, are also indirect products of the manufactured gas industry, and have been in use for a number of years. The gas industry is running electricity a close race in the benefits it is bringing to mankind.

WAGE EARNERS PROSPEROUS

"In answering the question whether 1927 has been a year of prosperity," says a featured article in the Milwaukee Journal, "it is necessary to view prosperity from two angles—corporation results and the average earning per capita of the great army of workers. Corporation results have not been uniformly good but the average American wage earner's share of the gross profits of industry has been greater than ever."

Backed up by undeniable facts and statistics this statement is a conclusive answer to the reactionary minority who view the worker as a wage slave, capitalized by heartless interests. Corporations as a rule earn only a fair return on their investments. And frequently untimely legislation, or uncontrollable conditions, prevent even this. But the prosperity of the worker is rarely imperiled. He is able, without risk, to earn wages that a few years ago would have seemed the product of pipe-dreams, and to live in a fashion unthought-of in any other country in the world.

There is no room for socialism to establish itself here. Revolt is the product of poverty and oppression, not freedom and prosperity.

THE LIFE OF A SKYSCRAPER

Sir Edwin Lutyens, one of Britain's foremost architects, who recently designed the British embassy at Washington, has been quoted in the press as giving the life of an American skyscraper as forty years.

Carelessness in painting the ironwork, or structural steel, allows rust and corrosion to gradually eat into the supports of the building, making it likely that these buildings could be toppled over by a moderate wind-storm or tornado.

The National Board of Fire Underwriters in answering these charges, points to the building codes of most American cities as demanding two coats of paint on all iron or steel work and protection of iron and steel work by concrete, brick or tile, making it most

unlikely for water to get to the columns and disintegrate them.

In two fire-resistive skyscrapers built in 1891 and 1896, that have been torn down recently, the iron and steel work was found in good condition and will be used again in other construction work—proof enough that disintegration had not occurred.

The National Board of Fire Underwriters points out that structures in which steel work has been protected properly have successfully resisted serious fires.

Probably our skyscrapers are no more permanent than the majority of the human structures, nor would we urge them as the final works of architectural genius or the ultimate crown of art. But neither are they so fragile that we may expect to feel the middle-aged ones crashing down presently upon our ears.

THRIFT DEFINED

Thrift should not be confused with miserliness. Thrift is merely the valuable quality of being able to spend money wisely and well, not foolishly. Wise investments make for sound business, and great business. Wise spending makes for better products in all lines, and increased production. The miser is one who dislikes spending money no matter how worthily. He is one of the greatest enemies of progress.

The amount of money that is hidden in a sock under the floorboard, or buried in the backyard is growing less. Instead, it is deposited in banks, and circulating in order to produce many times its face value.

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

The most romantic figure of today on the American continent is the Indian, and this is especially true of the Indian of the Southwest. The National Old Trails route through Northern Arizona and New Mexico offers the motorist wonderful opportunities to see them, living amidst the ruins of still more ancient people, their origin a mystery. The students of the races of men have placed the Indians of the Southwest into four linguistic groups, the Zunians, the Keresan, the Athabascan and the Tanoan.

The Zunians are the descendants of the people of Cibola whose vivid stories of treasure caused the exploratory expeditions of Coronado and other Spaniards early in the 16th century. Their principal village is at Zuni, forty miles south of Gallup, New Mexico, and they call themselves "Ashivi." They are an agricultural people and famous as pottery makers. Their religious ceremonies consist of dances and chants, which are principally, as is customary among the agricultural tribes, offerings to the Rain God.

The Keresan group of Pueblo Indians consists at the present time of seven permanent villages in New Mexico, a number of them being located near Bernalillo, and one 27 miles southwest of Santa Fe. One of their most interesting abodes is on a huge rock mesa, 857 feet high, about 100 miles east of Gallup. The Indians of this group claim their origin to have been in some mythical place in the north called "Shipapu."

The Navajo tribe, the largest in population is of Athabascan stock, but is not now of pure type, having mingled with other tribes. They have always been the nomads of the Southwest, moving from place to place and making raids upon the settled tribes. Since their defeat at the hands of Kit Carson, they have been a peaceful and industrious people. They are intensely religious and their ceremonies are long, elaborate and ritualistic, abounding in long chants which contain many verses and refrains.

The Tanoan group have pueblos at the present time at Isletta, Jemez, Picuris, Pohoague, San Ildefonso, San Juan, Sandia, Santa Clara and Taos. These pueblos are the most ancient and the villagers have not perceptibly advanced in civilization, judging from the descriptions given of them by the first Spanish explorers more than three centuries ago. The Indians of this group in ancient times lived in Mexico, Texas and Arizona.

The Spaniards called all of the Indians of the Southwest with whom they came in contact, Pueblo Indians from the fact that they lived in villages or Pueblos. The name is still retained as a group name although it is recognized that the different pueblos come from different stocks and from different linguistic groups.

On the road between Banning and Thousand Palms Canyon, 36 miles, pavement is had to within a very short distance of Edom. From this point a dirt road, somewhat chunky, extends north through private property for approximately five miles. The road then leads through a sandy wash for 1 1/2 miles.

The Kern River Highway from Bakersfield to Kernville, 54 miles, offers a very scenic one-day trip. Pavement is had for 6 1/2 miles leaving Bakersfield, followed by a splendid, smooth gravel highway through the scenic Kern Canyon to Democrat Springs and Kernville. On the route to Kernville via Caliente, pavement is had to Sivert Station, followed by a natural gravel road in rough condition at the present time to Caliente Junction; balance good mountain road through Bodfish to Kernville.

After driving during a heavy rainstorm it is a good practice to drain all the sediment traps in the gasoline system. This, according to L. G. Evans, of the National Automobile Club will remove any water that may have found its way into the tank, vacuum tank, gas lines or carburetor.

The following report of road conditions in Big Dalton Canyon is supplied by the Touring Department of the National Automobile Club: Leaving Foothill Blvd., pavement is traversed for a little more than a mile, followed by good gravel to the junction of the Little Dalton Canyon Road. From this point a fairly good dirt road is traversed for one mile, then dirt road in poor condition with numerous stream crossings to the end of the road.

On the route between Mojave and Trona, a very good wide graded road leads to within one mile of Randsburg. Pavement leads into town. The last few miles into Randsburg must be driven somewhat slowly due to numerous dips. Pavement extends to a distance of 5 miles of Trona. Balance of route is over a rough dirt road. The water in Salt Well Canyon should not be used for any purpose due to the fact that it is poisonous.

On the route between Taft and Santa Margarita, a very good graded dirt road is traversed to the summit of the Temblor Hills. A fairly rough dirt road then leads across the Carrizo Plains to La Panza, with fair dirt road to Pozo and a good gravel road to Santa Margarita. This last stretch is a winding mountain road and chains should be carried during wet weather.

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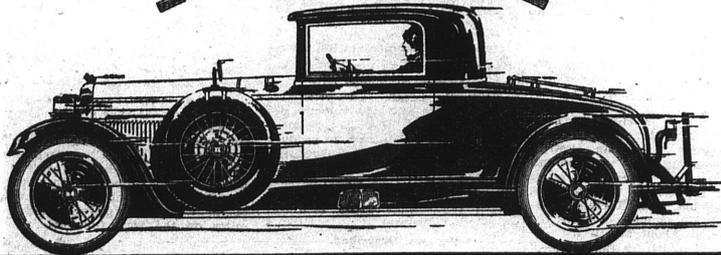
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